

1. How many planes and what types did the Cubans have prior to the Bay of Pigs?

The Cubans had the following combat aircraft on D-3 day, the day before the first air strike occurred on D-2:

Piston fighters:	F-47	2
	F-51	1
	Sea Fury	14
	Total	18

Jet trainers:		
(fighters)	T-33	7

Light bombers:	B-26	13
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ASW	TBM-38	6
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TOTAL		44
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Of the above total it was estimated that some 18 or 19 were flyable. The documents supporting this estimate have not been located but the following breakdown is believed to be substantially accurate:

Piston fighters:	Sea Fury	6 or 7
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Jet trainers:		
(fighters)	T-33	6 or 7

Light bombers:	B-26	5 or 6
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2. How many planes and what type were destroyed by the first strike?

It is believed that at the most the Cubans employed 7 aircraft against the invading forces: 2 Sea furies, 3 T-33's and 2 B-26's. There is evidence that on D day morning the Cubans had only 2 T-33's flyable but were able to put a third T-33 in combat during the course of the action. The Sea furies and the B-26's were lost the first day and the Cubans therefore were left with only the T-33's. In order to answer the question it would be necessary to know how accurate the estimate of flyable aircraft on D-3 day was. It is believed that it was quite accurate since the estimate shows the D-2 situation was that at the most the Cuban Air Force had left 8 or 9 flyable aircraft of the three types, which in fact were flown after the D-2 strike from

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two of the three fields attacked on that morning (i.e. Campo Libertad, Santiago de Cuba) and consolidated them on the third field (i.e., San Antonio los Banos). Consequently in addition to photography there was some check on flyable aircraft numbers through intercept of ground to air communications.

3. How many and what types were engaged in repulsing the Bay of Pigs assault?

This questions is answered above. It might be noted that all the aircraft were never used at one time but flew in and out of the area which was very simple to do, the distance from the airfield involved being very short. This procedure, however, could have caused some confusion on the high side as to the actual number used.

4. Secretary Rusk remembered something about one MIG doing battle. He has asked two questions about this:

- a. Was there a report and (b) was it confirmed?

There were several reports that the Cuban Air Force was using MIG aircraft, but no confirmation of any sort was ever obtained and it is substantially certain that they did not do so. In this connection more might be said that the Cuban Air Force in fact used fewer aircraft than anticipated and flew no unexpected type of aircraft except that there was some doubt prior to the action whether or not the T-33 trainers were armed. In this connection however it should be noted that the task force pilots were briefed to destroy T-33 aircraft on their strike on the assumption that they might be armed.

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